one set of circumstances as applicable to a set of circumstances so essentially different?

RESPONSIBILITY FOR THE LAWS DIFFECTS.

To my suggestion that, if the present 'Gw is defective, the Republican Conserves and Administration would before the inauguration of the next President bave ample power and opportunity to prevent the Executive action, with its disastrous consequences, which you so luridly depict, you object that Congress would "probably" find it difficult to use that power owing to possible obstructive tactics of the minority. Whatever those who insist upon the necessity of Mr. McKiniey's re-election for the preservation of the gold standard may say, my parliamentary experience teaches me that if you, as Secretary of the treasury, prepare a simple measure of remedial legislation and have it introduced in Congress on the first day of the session, and the majority presses it with a sincere determination to use all legitimate means to overcome obstructive tactics, the three months of the session will be more than sufficient to put through such a bill.

There will be no trouble about this if the Republican majority is willing to do it. Or do you suspect that it might not be willing, even if such action appeared necessary, to save the gold standard? If not willing, then the Republicans would be saying to the American people substantially this: "We are the men to maintain the gold standard? If not willing, then the Republicans would be saying to the American people substantially this: "We are the men to maintain the gold standard? If not willing, then the Republicans would be saying to the American people substantially this: "We are the men to maintain the gold standard? If not willing, then the Republicans would be saying to the American people substantially this: "We are the men to maintain the gold standard? If not willing, then the Republicans would be saying to the American people substantially this: "We are the men to maintain the gold standard you be remained to the provide the provide the provide

danger and a nuisance and ought to be got rid of at any cost cannot wish your party to stand in such a light.

I repeat, therefore, that the Republi-

such a light.

I repeat, therefore, that the Republican majority in Congress not only can, but, if only for its own moral salvation, will do this thing in case of necessity, and you, Mr. Secretary, then relieved of your partisan campaign service, will, as a good citizen, be one of the first to urge it to be done, if you sincerely think the currency law to be as defective as in your recent threat of disaster you represent it to be.

But do you really think that it is so defective and that the dangers you predicted owing, to that defectiveness really threaten? In your letter you say that, since I had accepted "for argument's sake" your statements on these points, "there is no particular difference between us as to what Mr. Bryan, as President, could do under the law or in spite of the law as it now is." You must pardon me for observing, Mr. Secretary, that when you tell the public that I agree with you on those points, you strain the truth rather violently, Accepting a statement "for argument's sake" means that we admit it only as a basis for reasoning, while we may really hold an entirely opposite opinion, and in this case I have, indeed, strong authorities for differing from y u, and, curiously enough, among these authorities you, Mr. Secretary, occupy a very prominent place.

CASE OF GAGE VS. GAGE.

CASE OF GAGE VS. GAGE.

About July 15 you gave out an interview on the identical points here in question, which has recently been republished, and which stands in strange contrast to the alarm blast sounded a month later. It is worth while to place the two utterances side by side:

question, which has recently been republished, and which stands in strange contrast to the alarm blast sounded a month later. It is worth while to place the two utterances side by side:

Mr. Gage, August 25. Mr. Gage' July 15. "There is no "I am satisfied doubt that Mr. that the new law Bryan could order stablishes the gold his Secretary of standard beyond the Treasury to assault, unless it is make payment in deliberately vio-filter of all the lated. "Doar Sir:—Please accept my sincere the month later. It is worth while to place the two utterances side by side:

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CARL SCHURZ TO
LYMAN J. GAGE.

The Second Letter in a Very Interesting Controversy.

FREE SILVER NOT THE ISSUE.

Free Silver Not The Issue.

The Second Letter in the Plant of the Silver Sil

vague sort of disaster.

CONGRESS NOT TO BE FEARED.

Of the same color is the prediction that the sound money majority in Congress may be wiped out, and that then the gold standard law will be repealed. You know, Mr. Secretary, that this is no more likely to happen than a heavy snowstorm in July in the latitude of Washington. It is admitted that there will be a sound money majority in the Senate for at least two years longer. And if in two years the gold standard should appear to be in the slightest danger, is it not absolutely certain that then the same forces that carried the election of 1896 would be on hand to elect a sound maney House of Representatives? There can be no doubt of this.

No candid person can have watched recent political developments without concluding that even a Democratic House of Representatives, elected under the influence of the present public sentiment, would always have sound money Democrats enough in it to prevent a subversion of the gold standard. You need only observe the present condition of the Democratic party to become convinced that the silver movement has lost its vitality, and that the talk about silver now is a mere rattling with dry bones, kept up on one side to have an appearance of consistency, and on the other to frighten people into forgetting all other questions and voting for Mr. Mc-Kinley. And this, Mr. Secretary, is the task you are now performing. It is an attempt so to terrorize the American people with a threat of business disaster that they may be deterred from considering any other question, and from casting a vote which would amount to a condemnation of Mr. Mc-Kinley's imperialistic policy. I, for

Have It Free and Be Strong and

Vigorous for Life,

INSURES LOVE AND A HAPPY HOME.

L. W. KNAPP, M. D.

9:00 p m|10:00 p m| da 9:00 p m|10:00 p m

\*Daily except Sunday,
Local cars for Lambert's Point and
Tanner's Creek will leave Norfolk at 6:30
a. m., 7:30 a.m., 8:30 a. m. and every 30
minutes thereafter until 8:00 p. m.
Local cars will leave Tanner's Creek
for Norfolk at 7:00 a. m., 8:00 a. m., 9:00
a. m. and every half-hour thereafter untill 8:00 p. m.
Schedule subject to change without
notice.

Baygage checked from Old Point Plear
Baygage checked from Old Point Plear notice.

Baggage checked from Old Point Pier
to any point in the city.

L. D. MATHES,
seS-tf General Superintendent.

## Norfolk & Washington Steamboat Go

The new and powerful fron palace steamers NEWPORT NEWS, WASH-INGTON and NORFOLK, will leave daily as follows:

NORTH-BOUND. Portsmouth, N. & W. S. B. Co. Leave Norfolk, N. & W. S. B. Send Name and Address To-day—You Can 

SOUTH-BOUND. Leave New York, Penn. R. R. \*12:55 p. m. Leave Philadelphia, Pena. R. \*1:09 p. m. Leave Philadelphia, B & O. \*2:12 p. m. Leave Philadelphia, B & O. \*3:12 p. m. R R. 46:10 p. m. Arrive in Washington, B. & O. R. R. 46:00 p. m. Leave Washington 6:30 p. m. Arrive Old Point Comfort 7:00 a. m. Arrive in Norfolk 8:00 a. m. Arrive In Portsmouth 8:33 a. m.

SUNDAYS.
Leave New York, B & O.

Telephone 441.

## Merchanis' & Miner's Transportation Go

DIRECT ROUTE.

FOR BOSTON AND PROVIDENCE.
For Boston-Mondays, Wednesdays, Fridays and Saturdays at 6:00 p. m.
FOR PHOVIDENCE.
Every Tuesday, Thursday and Saturday at 6:00 p. m.

Every Tuesday, Thursday and Saturday at 6:00 p. m.

FARES TO BOSTON AND PROVIDENCE.

First-class, including meals and stateroom berth. \$11.00

Steerage, including meals and bunk. 9.00

Perishable freight sent via Providence forwarded by early train to Boston and at the same rate as by direct steamers to Paston.

the same rate as system.

or further information apply to
the H. WRIGHT, Agent, Norfolk, Va.
D. STEBBINS, Ass't Traffic M'gr.
V. P. TURNER, Gen. Pass. Agent.
C. WHITNEY, Traffic Manager,
General Offices, Baltimore, Md.

# NEW JAMES RIVER LINE, The Steamer S. A. McCall

For Richmond and James River Landings the steamer Dumont leaves Roanoke Dock MONDAY, WEDNESDAY AND FRIDAY, at 7 A. M., for Richmond, Newport News and James River Landings. Fare to Richmond, \$1.00 straight; \$1.50 round trip. To avoid early rising staterooms can be secured the evening before. First-class meals served on board.

board.
Old phone 668
New phone 409.
General Manager,
auis-im



DOUBLE DAILY SERVICE
SHORT LINE TO THE PRINCIPAL
CITIES OF THE SOUTH.
ATLANTA. NEW ORLEANS, AUGUSTA, MACON. CHATTANOGA. NASH-VILLE, MEMPHIS, TEXAS, CALIFORNIA, JACKSONVILLE, TAMPA.
HAVANA. CUBA. AND PORTO RICO.
ST. AUGUSTINE, PALM BEACH,
MIAMI, FLORIDA EAST COAST AND
THE ENTIRE SOUTH.

Ar. Suffolk	.  10:01 a m  10:01 p m
Lewiston, N. C.	1:15 p m
" Weldon	. 11:53 a mi 12:00 Nt
	1 No. 31.
" Henderson	1:53 p m  2:50 a m
Raleigh	3:47 p m 4:03 p m
" Southorn Dine	6:13 p m 6:57 a m
Wilminutes	. 6:13 p mt 6:51 h n
Southern Pines Wilmington	3:00 p m
" Chartest	No. 403.
" Zlamlet	. 7:10 p m 6:45 a n
ALL PARTY OF THE P	No. 27   No. 31.
Lv. Hamlet	. 10:32 p ml 6:50 a m
Cotumola, E T	1 1 45 n m 10:30 n m
Savannan	1 5:00 a m 2:57 m m
Jucksonvilla	1 0:10 a mal 7 40 m m
ARDIDA	1 5.20 n mi 6.30 a m
Athens	3:43 a m 1:48 p m
Attanta C T	E-AE 1 7-00 m -
	. 5.05 A III 5.00 P II
Montgomery	11:10 a m 7:20 p n
Montgomery	11:05 p m 9:20 p n
Mobile	. 4:12 p m 3:05 a n
New Orleans	8:20 p m 7:40 a m
Nashville	. 6:55 p m 6:40 a n
" Memphis	. 8:10 a m 4:00 p n

\*Daily, Connections at New Orleans with South-rn Pacific and Texas and Pacific Rali-ways for all points in Texas, Mexico and California, No. 402-Arrives Portsmouth dally at

p. m.

J. W. BROWN, JR.,

Pass'r Agt., 199 Main st., Norfolk, Va.

MURRAY FORBES,

E. ST. JOHN, Vice President and General Manager,

V. E. M'BEE, General Superintendent,

H. W. B. GLOVER, L. S. ALLEN,

Traffic Manager,

Portsmouth.

# Old Dominion Steamship Co's Line



FOR NEW YORK.-Pas-senger ships are appointed to sail from Norfolk daily, except Sunday, at 7:30 p. m. FROM NEW YORK-Daily, except Sunday, at 3:00 p.

PASSENGER ACCOMMODATIONS UN-SURPASSED.

m, and 4500 p. m. FOR NEWPORT NEWS AND SMITH-FIELD-At 7:00 a. m. and 2:30 p. m.; Portsmouth, 2:45 p. m.; Bay Line wharf, FOR WARE AND EAST RIVERS—At 6:39 a. m.; Portsmouth, 6:45 a. m.; Bay Line wharf, 7:90 a. m.
FOR NORTH RIVER—On Monday, Wednesday and Friday, at 6:30 a. m.; Portsmouth, 6:45 a. m.; Bay Line, 7:00 a.

Portsmouth, 6:45 a. m.; Bay Line, 7:90 u. m.

FOR BACK, POQUOSIN AND YORK RIVER LANDINGS AND CRAB NECK. On Monday, Wednesday and Friday, at 6:15 a. m.; Portsmouth, 6:30 a. m.; Bay Line, 6:45 a. m. Returing following day. FOR NANSEMOND RIVER AND SUFFOLK—At 3:00 p. m.; Portsmouth, 3:10 p. m.; Portsmouth, 3:10 p. m. connecting at Suffolk with S. and C. Railroad.

Freight for Ware, East, North, Severn. Back, Poquosin, York and Nansemond River Landings must be prepaid.

All schedules subject to change without notice.

Freight for Washington and New Bern, N. C., received at and delivered from N. and S. Railroad depot.

Freight received daily, except Sunday, until 5:00 p. m.

M. B. CROWELL,
General Arroat

antil 5:00 p. m.

M. B. CROWELL,
General Agent,
Norfolk, Va.
H. B. WALKER, Traffic Manager,
New York, N. Y.



SCHEDULE IN EFFECT JULY 15, 1900. LEAVE NORFOLK.

EEAVE NORFOLK.

8:10 a. m.—Daily to Richmond, Connects at Richmond, except Sunday, with "Mountain Special," to Hinton for all Summer Homes and Reserts' Stations on C. & O., and for Orange, Culepeer, Calverton and Manassas.

Parlor Cars from Oid Point for Va. Hot Springs, White Sulphur, &c. Dining Car West of Gordonsville, Meals a-la-Carte,

Connects at Richmond also with St. Louis Limited, leaving Richmond 2:45 p. m. daily, with Pullman Siceping Cars, for Cincinnati, Louisville and St. Louis. Connects at Covington for Va. Hot Springs.

2:20 p.m.—Local Train, except Sundays, for Content of Cars.

Local Train, except Sundays, for Richmond. Stops at all stations on Peninsula Division. Connects with R., F. & P. train North.

sion. Connects with R., F. & P. train North.

7:30 p. m.—F. F. V. dally for Cincinnati, Louisville and the West. Pullman Sleeping Car. This train makes no stops between Newport News and Richmond except Williamsburg.

C. & O. ARRIVES AT NORFOLK.

11:40 a. m.—Daily "Fast Train" from Richmond.

7:00 p. m.—Daily from Cincinnati, Louisville, Mountain Resorts and Richmond.

10:00 p. m.—Extra trip of C. & O. steamer from Newport News daily.

For further information, rates, tickets, Pullman and Parior Car reservation apply to C. F. BARRETT, Ticket Agent, or F. W. CURD, T. P. A., Granby Street Office, Norfolk, Va.

A. G. P. A.

Leaves the N. Y. P. & N. wharf with freight and passengers for Newport News all James River landings and Petersburg every Monday. Wednesday and Friday at 6 a. m. Passenger and freight rates much lower than any other line.

First-class tickets between Norfolk and Petersburg 51.00. First-class round trip to Petersburg and return 51.75. Second-class tickets straight, 85 cents; round trip, \$1.50.

J. E. DEV Access

J. E. DEY Agent.
R. B. COOKE, Gen'l Agent.
J. W. PHILLIPS, Owner.
Mas:lime

### TRAVELERS' GUIDE. NORFOLK & OCEAN VIEW R'Y.

Leave Norfolk Ce'n View Arrive Old Point A M(AM)A Mi

- Lo Da Ex Su

- Mixed daily

9:00 9:30 10:10 Local daily

P M PM P M

12:00 12:00 11:40 Local daily

P M PM P M

12:00 12:00 11:00 Local daily

Local daily

1:00 11:30 2:10 Local daily

1:00 12:30 3:10 Local daily

1:00 12:30 5:10 Local daily

1:00 12:30 8:10 Local daily

1:00 12:30 9:10 Local daily

1:00 12:30 11:10 Ex daily A MIAMIA MI

\*Leaves Willoughby Splt by 6:45 a. m. 1:45 a. m. Local train eastward for cottages meets a! trains on their arrival at Ocean View.

are, 56.

below train westward for Willoughby to below the intermediate stations, leaves been View very half-hour. Fare, 5c.

Cottage and sealed Stations are dissontinued while this schedule is in effect. Fare for the round trip to Ocean View.

tors. Local freight leaves Norfolk 5 a.m., 7:30 a.m. and 11:00 a.m. 5 a.m. and 11 a.m. frieghts run eastward behind cot a. m. freghts run eastward behind co-tages.

Freight received for 7:30 a. m. and it a. m. trains until fifteen minutes before leaving time.

Freight received at owner's risk until 5 p. m. for 5 a. m. train following day.

A. C. L.

### ATLANTIC COAST LINE RAILROAD COMPANY.

IN EFFECT MAY 1st. 1900 Stations. No. 49 | No. 103

	Daily.	Sunda
Lv. Norfolk Lv. Ports. Junc. Ar. Suffolk. Va. Ar. Tunis, N. C. Ar. Hobgood, N. C. Ar. Tarboro, N. C. Ar. Rocky Mount, N. C.	9:22 a m 10:05 a m 10:50 a m	2:43 p 3:17 p 4:15 p
Ar. Williamston, N. C., Ar. Plymouth, N. C., Ar. Washington, N. C., Ar. Kinston, N. C.		
Ar. Wilson, N. C Ar. Goldshoro, N. C Ar. Wilmington, N. C.	2:17 p m	7:10 p
Ar. Fayetteville, N. C., Ar. Florence, S. C., Ar. Charleston, S. C.		
Ar. Columbia, S. C Ar. Augusta, Ga Ar. Atlanta, Ga Ar. Macon, Ga	10:20 p m 7:55 a m	11:00 a 7:55 a 12:35 p
Ar. Savannah. Ga		
No. 49 daily connects v 23 for all points South. No. 103 daily, except close connection at Hob- ton, N. C., Kinston, N. N. C. and all Fasters	Sunda good for	y, make Washin

ton, N. C., Kinston, N. C., and Plymouth, N. C., and all Eastern Catolina points; niso at Rocky Mount with A. C. L. train 55 at Rocky Mount with A. C. L. train 55 at Rocky Mount with A. C. L. train 55 at Rocky Mount with A. C. L. train 55 at Rocky Mount with A. C. L. train 55 at Rocky Edward South Consecution of the Sou

### BALTIMORE STEAM PACKET CO COMMENCING MONDAY, NOV. 20, 1899.

Lv. Portsmouth, High street ... 15:25 p m Lv. Norfolk, Main street ... 16:00 p m Ar. Old Point, Hygela Pier ... 17:00 p Ar. Baltimore, Union Dock ... 6:33 u m NORTHBOUND | P. R. R. | B. & O. Lv. Baltimore 7:45 a m ! 7:55 a m Lv. Philadelphia 10:15 a m 10:16 a n Ar. New York 12:43 p m 112:35 n'r | P. R. R. | B. & O. Lv. New Tork ..... 12:55 p m | 1:00 p Lv. Philadelphia .... 3:12 p m | 13:07 p Ar. Balt., Union St'n | 5:12 p m | 15:10 p TO VA. SPRINGS, SUMMER HOMES, RICHMOND, CINCINNATI, LOVIS-VILLE AND THE WEST.

!-Dally except Sunday. \*-Dally.
Tickets sold to all points North, East
and West and baggage checked to destination. Staterooms reserved upon application in person at the company's office,
No. 199 West Main street, or on board
steamer.

No. 199 West Anin Street,
steamer.
Freight will not be received after 4 p.
m. to go forward that day.
For further information apply to
KEY COMPTON.
General Agent.
J. W. BROWN, Jr.,
Gouthern Passenger Agent.

## NEW Norfolk Western Schedule in Effect

MAY 27, 1900.

LEAVE NORFOLK DAILY. m.—Fer Richmond, Washington, Lynchburg and the West, Pull-man Buffett Parlor Cars, Nor-folk and Roanoke, after June 17.

10k and Roanoke, after June 10k and Roanoke, after June 10k and Mashington.

10:25 a. m.—'Ocean Shore Limited' for Richmond and Washington. Stops Suffolk, Waverly, Petersburg.

1:30 p. m.—Richmond Limited for Richmond and Washington. Stops only at Suffolk, Waverly and Petersburg.

1:50 p. m.—For Petersburg. Lynchburg. The West and Southwest.

11:20 a. m., 5:35 p. m. and 10:40 p. m.

11:20 a. m., 5:35 p. m. and 10:40 p. m.

11:20 a. m., 5:35 p. m. and 10:40 p. m.

11:20 a. m., 5:35 p. m. and 10:40 p. m.

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11:20 a. m., 5:35 p. m. and 10:40 p. m.

11:20 a. m., 5:35 p. m. and 10:40 p. m.

11:20 a. m., 5:35 p. m. and 10:40 p. m.

C LYDE'S REGULAR LINE STEAMSHIPS TO PHILADELPHIA.
THE ONLY DIRECT LINE FROM NORFOLK TO PHILADELPHIA.
Until turther orders steamers are appointed to sail from Norfolk every MONDAY, WEDNESDAY and SATURDAY at
6 p. m., and from Philadelphia every
TUESDAY, THURSDAY and SATURDAY.
THOUGH Bills of Lading to all
points South and Southwest via Seaboard
Air Line, Atlantic Coast Line, Norfolk
and Western Dispatch, Virginia, Tennessee and Georgia Air Line, Southern Railway and Norfolk and Southern Railroads.

JAS. W. M'CARRICK.

General Southern Agent, Norfolk, Va.
W. P. CLYDE & CO.,

Gep'l Agents, Philadelphia, Pg.

TRAVELERS' GUIDE.

# Norfolk & Southern R. R.

SCHEDULE IN EFFECT SEPT. 4th. 19 SCHEDULE IN EFFECT SEPT. 4th, 196

MAIL AND EXPRESS LEAVES N.JR.
FOLK DAILY (Except) Sunday 10 a. m
for Selhaven and all stations. Connects
at Edenton for Plymouth, Jamesville, Wik
llamston and Windsor. For landings es
Chowan river TUESDAY. THURSDA'
and SATURDAY and for Scuppersons
river MONDAY and FRIDAY. Con
mects at Belhaven with Old Dominion steamers for Mackleyville, Aurora. South Creek and Washington, N. C.
EVENING EXPRESS LEAVES NORDALK at 4:10 p. m. TUESDAY. THURSDALK at 4:10 p. m. TUESDAY. THURSDALK at 4:10 p. m. TUESDAY. THURSDALK at 4:10 p. m. TUESDAY. THURSBULL THURSDAY THURSBULL THURSDAY
ARRIVES AT NORFOLK

ARRIVES AT NORFOLK

ARRIVE AT NORFOLK MAIL AND EXPRESS DAILY (except Sunday) at 4:25 p. m. and at 11 a. m. TUESDAY THURSDAY and SATUR-DAY. Passenger station, Norfolk and Western depot. Freight station on Water street.

### Virginia Beach Division.

LEAVE NORFOLK, PARK AVENUE

STATION.

Week Days—7:15 a. m., \*10:30 a. m., 13 m.—3:00 p. m., 4 p. m., \*5:10 p. m.,
7:10 p. m.;
Sunday—9:30 a. m., \*11:30 a. m., 1:30 p. m.,
\*3:00 p. m., \*5:10 p. m., 7:10 p. m.
LEAVE VIRGINIA BEACH.

Week Days—8:20 a. m., \*9:30 a. m., 12:35
p. m., 2:30 p. m., 4:15 p. m., \*6:30
p. m., 2:30 p. m., 4:15 p. m., \*6:30
Sunday—10:15 a. m., \*12:15 p. m., \*2:16
p. m., 4:15 p. m., \*6:30 p. m.,
\*10:30 p. m.
\*Express trains make no stops.

CURRITUCK BRANCH.

DAILY EXCEPT SUNDAY. Leave Norfolk—4:20 p. m.
Arrive Munden Point—5:30 p. m.
Leave Munden Point—7 a. m.
Arrive Norfolk—8:30 a. m.
Etops at all intermediate stations.
H. C. HUDGINS.
Gen. Freight and Pass. Agent.
M. K. KING. General Manager.

SOUTHERN RY

DOUBLE DAILY SCHEDULES

TO ALL POINTS

SOUTH, SOUTHEAST, and SOUTHWEST. EFFECTIVE AUGUST 19, 1900.

9:35 a m 7:40 p m ... 10:41 a m 8.52 p m ... 11:23 a m 9:39 p m ... 12:40 p m 11:02 p m ... 3:27 p m 2:08 a m 5:30 p m 4:20 a m 5:45 p m 4:33 a m 7:10 p m 5:45 a m 8:24 p m 6:55 a m 9:45 p m 8:05 a m Salisbury ... Asheville ... Hot Springs. Knoxville ... Chattanooga Memphis .... New Orleans Atlanta .... Birmingham Memphis .... Charlotte
Columbia
Augusta
Savannah
Jacksonville
Tampa

9:55 p m 8:10 a m 1:15 a m 11:20 a m 8:00 a m 2:50 p m 6:10 a m 3:15 p m 9:25 a m 7:40 p m 10:00 p m 7:30 a m 

fice. FRANK S. CANNON,
Third V. President and Gen'l. Mgr.
J. M. CULP. W. A. TURK.
Traffie Mgr. Gen'l Pass. Agt,
Washington, D. C.
W. B. BROWN, Pass. Agt., Norfolk, Va.

CAPE \ New York. Philadelphia CHARLES and Norfolk ROUTE

Rai.road. QUICK TIME-LOW RATES. TWO TRAINS EACH WAY.

GUICK TIME-LOW RATES.
TWO TRAINS EACH WAY.

SCHEDULE IN EFFECT SUNDAY,
NOVEMBER IS, 1899.
LEAVE NORFOLK.

7:45 a. m.—Dally, except Sunday—(Portsmouth, High street, 7:25 a. m.)
Arrive at Philadelphia 5:42 p.
m.; New York at 8:38 p. m.
LEAVE NORFOLK.

6:00 p. m.—Daily (Portsmouth, High street, 5:20 p. m.) Arrive at Philadelphia 5:10 a. m.; New York, 7:42 s. m.
ARRIVE AT NORFOLK.

9:00 a. m.—Daily (Portsmouth, High street, 8:10), leaving New York at 8:55 p. m.; Philadelphia 11:25 p. m.
ARRIVE AT NORFOLK.

7:25 p. m.—Daily, except Sunday (Portsmouth, High street, 7:45 p. m.), leaving New York at 8:00 a. m.; Philadelphia, 19:20 a. m.
Close connection made with all rail and sound lines to and from Boston.
Pullman Sleepting Carra on night trains between Jersey City, Philadelphia and Cape Charles.
Thilman Buffet Palace Cars on day trains between Philadelphia and Cape Charles.
Through tickets sold and baggage checked at Waike's Agency, under Atlantic Hotel, at Passenger Station at the Wharf and on Steamers.

General Passenger and Freight Agent,

# Virginia Navigation Company's

FALL AND WINTER SCHEDULE.

OR RICHMOND, PETERSBURG, CLAREMONT, OLD POINT, NEW, PORT NEWS AND JAMES RIVER LANDINGS DIRECT, BY DAYLIGHT, LANDINGS DIRECT. BY DAYLIGHT.

The elegant steamer Pocahontas leaves Portsmouth at 6:30 a. m. and Clyde's wharf, Norfolk, at 7 a. m., every Tuesday Thursday and Saturday, touching at Old Point and Newport News going and roturning. Arrives at Richmond about 5:30 p. m., connecting with all evening trains.

Fare to Richmond, \$1.50; to Richmond and return, \$2.50; to Richmond, second-class, \$1.00.

Tickets cheaper than other routes to Richmond, Petersburg, Waverly, Hicksford and stations on the Atlantic and Danville Division of the Southern Railway Company, and to all points via Richmond.

Tickets for sale at ticket agencies of Walke & Son, H. Brandt and on board steamer. Freight received dally (Sunday, excepted) for all above names points.